

COUNTRY

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TOPIC

Wiener Neustadt Airfield

25X1A

EVALUATION

25X1X

PLACE OBTAINED

25X1A

DATE OF CONTENT

25X1A

DATE OBTAINED

25X1A

DATE PREPARED

26 February 1953

REFERENCES

PAGES

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ENCLOSURES (NO. &amp; TYPE)

REMARKS

25X1X

SOURCE

1. According to local residents, there was air activity by MiG-15s at Wiener Neustadt (O 48/X 34) airfield between about 7 a.m. and 3 p.m. on 31 January 1953. No aircraft were observed aloft between 3:45 and 5 p.m., while there was a 6/10 overcast and a southwesterly wind of about 5 km/h. Drivers' training was given

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in the Wiener Neustadt military post:

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About 90 percent of the drivers wore black-bordered blue epaulets and the remaining 10 percent wore red-bordered black and black-bordered red epaulets. Two men were observed in the driver's cabin and 4 to 6 men on the individual trucks.<sup>1</sup>

2. Between 10 and 11:30 a.m. on 1 February, the field was occupied by about 20 MiG-15s parked near the flight control station, 9 MiG-15s parked on Badener Strasse in line with the road sign, 6 MiG-15s on the edge of the wood near the pyrotechnic plant, and 6 single-engine planes with two-bladed propellers, which were aft of the MiG-15s near the flight control station. No twin-jet planes were observed.<sup>2</sup> There was individual flying by MiG-15s which frequently flew in the clouds. There was an overcast of 4/10 to 7/10 degrees, an about 10 km/h wind and a visibility of about 30 km. Some planes circled twice, while the other planes circled once and more widely. The planes taxied under their own power from the dispersal areas to the runway. After the landing, they were towed back to the dispersal area by weapon-carriers. At 11:05 a.m., a MiG-15 with a towed sleeve target took off. Before the take-off, the sleeve target lay on the ground 350 to 400 meters aft of the plane. The tow rope was apparently fixed in the middle of the bottom side of the fuselage. Two MiG-15s simultaneously took off by side at 11:07 a.m. and another MiG-15

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SECRET, [REDACTED]

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took off about 30 seconds afterward. The aircraft flew individually. No attacks at the air sleeve towed by the MiG-15 were made. Source discontinued his observations at 11:30 a.m. The four planes mentioned did not land at the field up to that time. 3

3. The AA gun in the emplacements on Badener Strasse were covered with tarpaulins. Neither sentries nor soldiers were observed near the emplacements. A tank dummy, about 50 cm long and 40 cm high was located next to the emplacement.

4. Between 4 and 5:30 p.m. on 4 February, individual flights were made by MiG-15s which taxied under their own power to the take-off point, after the landing, and were towed to the dispersal area by weapons-carriers. There were no clouds and a west-northwesterly wind of about 15 km/h. The AA guns in the emplacements were covered with tarpaulins. Some soldiers were observed near the emplacements. Three trucks, loaded with crushed stones, including one with [REDACTED] and with a driver who wore black-bordered blue epaulets, left the field and roved toward Bad Fischau.

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5. Between 4 and 5 p.m. on 5 February, the following aircraft were observed at the field: 22 MiG-15s parked at irregular intervals between the flight control station and the railroad stop at Woellersdorfer Strasse, 6 MiG-15s on the edge of the woods near the pyrotechnic plant, about 14 MiG-15s in front of the pyrotechnic plant, 2 MiG-15s on the landing field, and 6 single-engine aircraft with two-bladed propellers near the flight control station. No twin-jet planes were identified.<sup>2</sup> Two landings were made at 3:45 and 4:20 p.m. The motor vehicles which were usually observed at the field during air activity were not seen.

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1. [REDACTED] Comment. [REDACTED] it was believed that a driving school is located in Bad Fischau. This assumption seems to be confirmed by intensive drivers training observed in Wiener Neustadt.

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2. [REDACTED] Comment. The IL-28 planes which were stationed at Wiener Neustadt airfield for some months have no longer been observed after 31 January 1953.

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3. [REDACTED] Comment. The training of young pilots has probably progressed to firing at towed air sleeves. Formation flying was probably not yet started.

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